



PORT OF PORTLAND

DAILY DIARYPAGE 1 OF 2PROJECT Terminals 5 and 6 Maintenance DredgingCONTRACT NO. 52374/00D090CONTRACTOR Hickey MarineSUPERINTENDENT Greg SpeyerDAY OF WEEK & DATE: Tuesday, February 6, 2001REPORT NO. 016WEATHER Cloudy to Partly CloudyTEMPERATURE 40 - 45NUMBER/CLASS OF CONTRACTOR'S PERSONNEL:

Hickey Marine - Foreman, Operator, Pile Buck

Port Navigation -

MAJOR EQUIPMENT ON JOB (Size/capacity and hours):

Hickey Marine - SeaHawk Manitowoc 3900 Crane Barge, Dredge Barge (Dump Scow), 6 c.y. Clam Bucket, Outboard Boat

Port Navigation -

CHRONOLOGICAL ACCOUNT OF DAY'S WORK

7:50 am Hickeys' crane barge arrived at Berth 603. The 4 inch screen was moved to straddle Barge Bin No.3 and 4.

8:10 am Per telecon with John Durst (Port CCM), he informed me that the parking area base rock, at the Port pumping site, should not be placed in the "E" Zone.

8:20 am Hickey began dredging at the 2070 mark of Berth 603. I observed that there appeared to be no visible turbidity 100 feet downstream from the dredge bucket. I noted that the turbidity plume was 20 feet downstream from the bucket and was flowing slightly upstream.

8:50 am Hickey advanced the barge downstream, along Berth 603, to dredge at the 2300 foot mark. The barge draft opposite the pump house was at 6.5 feet.

9:20 am Per telecon with Marcel (Port Project Engineer), he will meet with me at the Port pumping site when the base rock arrives.

9:30 am Hickey advanced the barge downstream, along Berth 603, to dredge at the 2325 foot mark. They removed debris from the screen. The draft opposite the pump house was at 7 feet.

9:45 am Per telecon with John Childs (Port Environmental), Hart Crowser would be on site to sample water during the dredging operation.

10:45 am Hickey was dredging at the 2380 foot mark of Berth 603. I observed that there appeared to be no visible turbidity 100 feet downstream from the dredge bucket. The turbidity plume was right at the dredge bucket and was moving upstream. Hickeys' attempt to move downstream failed. The dredge bucket lost grip of the river bottom. The barge began to drift upstream until the spuds were dropped. It took several attempts to move the barge to the 2475 foot mark of Berth 603. Hickey dredged Berth 603 from the 2380 to 2450 foot mark on February 2nd, 2000.

11:15 am Hickey was dredging at the 2470 foot mark of Berth 603. Barge Bin No. 3 and 4 were filled and overflowed into adjacent Bin No.2 and 5. The barge draft opposite the pump house was at 10 feet.

11:30 am Hickey was dredging at the 2510 foot mark of Berth 603. I observed that there appeared to be no visible turbidity 100 feet downstream from the dredge bucket. The turbidity plume was visible at 30 feet downstream from the dredge bucket and was flowing slightly upstream. Hickey removed debris from the 4 inch screen.

11:50 am Hickeys' small tugboat arrived on site.

12:00 pm Hickey was dredging at the 2530 foot mark of Berth 603.

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12:15 pm The tugboat moved the crane barge to the wide section of Berth 604 that required a second pass away from the face of the dock. Barge Bin No.2 water level was to the top of the bin.

12:30 pm Hickey moved to the 1270 foot mark of Berth 604. They had a flat deck barge spotted at this location. They tied the crane barge to the flat deck barge prior to dredging.

12:45 pm Hickey began dredging at the 1275 foot mark of Berth 604. I observed that there appeared to be no visible turbidity 100 feet downstream from the dredge bucket.

1:50 pm Hickey was dredging at the 1370 foot mark of Berth 604. The barge draft opposite the pump house was at 13.5 feet. I observed that there appeared to be no visible turbidity 100 feet downstream from the dredge bucket. The turbidity plume was 20 feet downstream from the bucket and was moving slightly upstream. The wind was blowing to the east as well. The water level was less than 12 inches below the top of the barge at Bin No.1. I noted that Walt (Port Engineer) and Hart Crowser (Environmental Consultant) were in the Port boat sampling water downstream from the dredging operation.

2:35 pm I met with Marcel (Port Project Engineer) and Leonard (Rain Country Truck Driver) at the Port pumping site. Leonard spread one load of 1"-0" base rock near the toe of the slope, south of the boat ramp. We discussed the area for rock placement. Leonard informed me that he would bring one more load of base rock today.

3:00 pm Hickey was dredging at the 1420 foot mark of Berth 604. They moved ahead to the 1440 foot mark. The screen was over Bin No.6. The turbidity plume was 20 feet downstream from the bucket and was moving upstream. Walt and Hart Crowser were still sampling water from the river.

3:15 pm I met with Leonard (Rain Country). He placed the second load of 1"-0" base rock. He will try to bring the remaining 2 loads to the site tomorrow.

3:35 pm Per telecon from Walt (Port Engineer), the sampling of water was completed.

3:45 pm I observed that there appeared to be no visible turbidity 100 feet downstream from the dredge bucket. The turbidity plume was at 40 feet downstream from the dredge bucket. Hickey was dredging at the 1475 foot mark of Berth 604.

4:20 pm Per telecon with Greg Perkins (Hickey), he informed me that they would make one more move, then the dredge area would daylight out. Hickey was dredging at the 1500 foot mark of Berth 604. Hickey moved to the 1520 foot mark.

4:35 pm Per telecon with Greg Perkins (Hickey), the crane barge will stay at Berth 604 overnight with spuds down. The dump scow would be delivered to the Port pump site tomorrow by 6:00 am.

5:05 pm Dredging ceased. Hickey was cleaning up the dump scow and crane barge. The 4 inch screen was moved to Barge Bin No.1. Barge draft at the pump house end of the barge was at 12.5 feet, and 13 feet at the other end. The water level at Barge Bin No.5, 6, and 7 was to the top of the bins.

TESTS PERFORMED: _____

PHONE LOG: _____



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WEATHER Cloudy to Partly Cloudy

TEMPERATURE 40 - 45

SITE PHOTOS/VIDEOS TAKEN:

FORCE ACCOUNT WORK/ CHANGES ENCOUNTERED:

INSPECTOR

Frank Schmidt

HRS

DATE

(signature on hardcopy)–